

AMENDMENT TO THE CLAIMS

In this application, a Preliminary Amendment was filed and was received in the U.S. Patent and Trademark Office on October 7, 2004. No mention of this Preliminary Amendment was made in the Official Action, and thus the below Amendments are being made from the original claims, and in regard to claims 10-17, for example, these Amendments are for clarification and are being repeated.

1. (Currently Amended) A guard for mounting onto ~~the~~ a frame of a motorcycle, said guard comprising a generally horizontal rail section having an inner end supportable on the frame, and an outer end spaced from the frame, the outer end of the generally horizontal rail section having a recess in an upper side thereof, a pivot bracket at the outer end of the generally horizontal rail section, and a foot peg pivotally mounted to the pivot bracket about a generally horizontal axis and pivotable to extend outwardly from the pivot bracket and the rail section in a first position, and to be pivoted substantially 180° to a stowed position, the foot peg fitting into the recess in the stowed position and overlying at least a portion of the generally horizontal rail section of the engine guard.

2. (Canceled)

3. (Currently Amended) A guard for mounting onto a frame of a motorcycle, said guard comprising a generally horizontal rail section having an inner end supportable on the frame, and an outer end spaced from the frame, a pivot bracket at the outer end of the generally horizontal rail section, and a foot peg pivotally mounted to the pivot bracket about a generally horizontal axis and pivotable to extend outwardly from the pivot bracket and the rail section in a first position, and to be pivoted substantially 180° to a stowed position overlying at least a portion of the rail

section of the engine guard, and ~~The guard of claim 1, wherein a~~
second frame section is provided and extends joined to and
extending upwardly from an the inner end of the generally
horizontal rail section adjacent to the frame and is adapted to be
securable to a the frame of a motorcycle.

4. (Currently Amended) A guard for mounting onto a frame of a
motorcycle, said guard comprising a generally horizontal rail
section having an inner end supportable on the frame, and an outer
end spaced from the frame, a pivot bracket at the outer end of the
generally horizontal rail section, ~~The guard of claim 1, further~~
characterized by a strut having an upwardly extending outer portion
that supports the pivot bracket and the outer end of the horizontal
rail section and the strut at an inner end supportable on a lower
portion of the motorcycle frame-, and a foot peg pivotally mounted
to the pivot bracket about a generally horizontal axis and
pivotable to extend outwardly from the pivot bracket and the rail
section in a first position, and to be pivoted substantially 180°
to a stowed position overlying at least a portion of the rail
section of the engine guard.

5. (Original) The guard of claim 1, wherein said pivot bracket comprises a pair of side members that are spaced apart to define a space therebetween, the foot peg having an ear at one end that fits in the space between the side members, and a pivot bolt for mounting the ear of the foot peg between the side members about the generally horizontal axis.

6. (Original) The guard of claim 1, wherein said foot peg has a surface configuration forming irregularities for reducing slippage tendencies.

7.(Original) The guard of claim 6, wherein said irregularities comprise ribs extending generally in a longitudinal direction along the foot peg perpendicular to the pivot axis on at least one side of the foot peg.

8.(Original) The guard of claim 1, wherein said foot peg has a plurality of grooves defined in the surface thereof that extend generally perpendicular to the pivot axis, said grooves being on a side of the foot peg that is facing upwardly in its first position.

9.(Currently Amended) The guard of claim 21, wherein said foot peg comprises a cylindrical core member, a part cylindrical cap on the exterior of the core member and extending over a portion of the periphery less than 180°, said cap having substantially the same configuration and size as an outer surface of the generally horizontal rail section and aligning with the outer surface when the foot peg is in its stowed position.

10.(Currently Amended) An engine guard and foot peg combination for a motorcycle comprising a framework having a pair of strut members attachable to lower portions of a frame of a motorcycle on opposite sides of the frame, said strut members having portions that extend upwardly and outwardly from a center plane of the motorcycle, a pair of horizontal rail portions having rail outer ends joined to the outer ends of the strut members and overlying the strut members, said horizontal rail portions extending inwardly from the rail outer ends toward rail inner ends of the horizontal rail portions adjacent the frame of the motorcycle, an upwardly extending support for supporting the rail inner ends of the horizontal rail portions relative to the frame of the motorcycle at an upper portion of the ~~motorcycle~~ frame, and a pair of foot pegs, one mounted on each of the rail outer ends of the horizontal rail portions, and movable substantially 180° from a deployed position wherein the foot pegs

extend outwardly from the rail outer ends of the horizontal rail portions to a stowed position wherein the foot pegs overlies the respective horizontal rail portions and extend inwardly from the pivot axis between the respective foot peg and the respective rail outer ends.

11.(Currently Amended) The combination of claim 10 wherein the support has a bracket adjacent a center line of the frame, and has side members tapering outwardly and downwardly to join the rail inner ends of the horizontal rail portions.

12.(Original) The combination of claim 10, wherein said horizontal rail portions are generally cylindrical in shape, and a recess formed in the upper side of each of the horizontal rail portions adjacent the rail outer ends, such that the foot pegs do not protrude substantially above the surface of the cylindrical shaped horizontal rail portions when in the respective stowed position.

13.(Currently Amended) The combination of claim 12, wherein said foot pegs have ribs raised above the surface of the horizontal ~~member~~ rail portions when the respective foot peg is in the stowed position.

14.(Original) The combination of claim 12, wherein the strut members have support brackets at their outer ends, the rail outer ends being connected to the respective support bracket.

15.(Original) The combination of claim 14, wherein the support brackets comprise pivot brackets, the foot pegs being pivotally connected to the pivot brackets.

16.(Currently Amended) The combination of claim 15 wherein the support brackets are separately formed and join the ~~rails~~ horizontal

rail portions to the strut members. |

17. (Currently Amended) The combination of claim 11 wherein the side members ~~of~~ and the rail inner ends of the horizontal rail portions | are joined with separately formed elbow brackets.